

FROM READERS



Location of proposed merge lane not yet determined

Re: "Don't spend BRAC money on 'Death Lane,'" *Local Editorial*, May 20

Once again, *The Washington Examiner's* editorial writers got it wrong. The proposed northbound lane on Rockville Pike would not "be forced to merge back into heavy traffic, on a curve, after cresting a hill." Because this project has not been fully engineered for lack of funding, the exact location of the merge has not yet been determined. But no preliminary designs place it anywhere near the hillcrest or pose this overly dramatized threat.

The traffic signal at North Wood Drive is considered temporary, an important fact discussed at many public meetings that you failed to mention. While facilitating ingress and egress at the Walter Reed National Military Medical Center's north gate, the signal also causes significant backups along Rockville Pike. It may be removed in the future, after the Medical Center completes improvements to its three gates along Jones Bridge Road.

Your statement that Montgomery County and the state of Maryland have done nothing to address BRAC traffic is particularly laughable because *The Examiner's* reporting staff — which has done a generally fine job — reported the fact that dealing with BRAC traffic was an unfunded federal mandate until our congressional delegation was able to secure funding last year to complete our comprehensive BRAC transportation plan, which includes new entrances and pedestrian access to the Medical Center Metro station and upgrades to four major intersections.

The county has already improved a network of regional bike paths and sidewalks, which have already helped take hundreds of cars off the road.

County and state transpor-

To add your voice

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tation officials appreciate the concerns expressed by residents of Bethesda's Locust Hill neighborhood who would be impacted by plans to mitigate BRAC-generated traffic and have been meeting regularly with them to work through their issues. This collaborative process will continue. The residents deserve that.

They also deserve fair reporting from *Examiner* editors who should gather more information before publishing such ill-informed editorials.

Phil Alperson

Montgomery County BRAC
coordinator
Rockville

There is no 'plus' for the early-morning commuters

Re: "Metro riders on losing end of Rush Plus still face higher fares," May 20

Kytja Weir illustrated how one Blue Line Metro rider will have a slightly extended wait while paying a peak fare as a consequence of Metro's upcoming "Rush Plus" service.

But early-morning Metro commuters have long been on the losing end, forced to pay peak fares for well over a decade while receiving only off-peak service. I lose approximately 19 minutes on the two transfers when taking the Blue to Yellow to Green lines to work in the morning, yet I pay peak fare prices.

Early-morning passengers will again find themselves on the short end because "Rush Plus" won't start until 6:30 a.m., and we'll still be paying peak fares without the advantage of frequent trains.

Bob Samuels
Burke

Up to the Minute...

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